

HORNBY

Junior 4-H girls hold first meeting

By Mrs. Jim Hamilton
The North Trafalgar Community Club held a very successful euchre party on Thursday evening, Jan. 29, at the Trinity Anglican Church Hall in Streetsville. There were 23 tables of euchre in play with the prizes going to the following winners—Kate Jones, Grace Winch, May Sammit (who played as a gent!) and Fred Workman. The lucky draws were won by Mrs. Fred Workman, Ellison Ball, Mrs. Jean Schruton, Harold Matthews, Mabel Allan, and Roy Harmen. A delicious lunch was served by the committee in charge of the evening.

The junior girls of the Hornby North 4-H club held their first meeting on Monday evening, Jan. 26, at the home of Mrs. John Cordingley with 17 girls attending. The election of officers was held and are as follows—President Mary Bakker; vice-president Valerie Ella; secretary Cindy Cordingley. Their leader Mrs. Cordingley and assistant Mrs. Roy Wilson then turned the meeting over to the president. The club name was left over to the next meeting. They decided on the color mauve for their record books with the alternative to be green if mauve is not available. The press reporter for the week was Joyce Wilson. The leaders went over the requirements of a club girl and also gave out the member's pamphlets. Samples of suitable material were shown. Mrs. Cordingley discussed the choosing of materials and patterns. A demonstration on how to take measurements was given by Christine Kreutz and Mary Bakker. Two different types of boxes were displayed. The next meeting will be held at the home of Mrs. Roy Wilson on Monday, Feb. 2, at 7 p.m.

The North Trafalgar Euchre Club held their weekly euchre party on Saturday night, Jan. 31, at the North Trafalgar Recreation Centre. There were seven tables of euchre in play with the prizes going to the following winners—Mrs. Joe Sammit, Mrs. Robert Crozier, Mrs. Marge Craig, Buck Burton, Norman Sparling and Bud Letty. The lucky draws were won by Mrs. Bud Letty and Charlie Brown. The next euchre will be held on Saturday night, February 7.

Congratulations to Mr. and Mrs. Ronald McHugh (nee Dawn Ellis), who were married on Sunday, Jan. 31, at Hillcrest Church. The ceremony was conducted by Rev. P. Keith M.A., B.D.

Mrs. Ian Break, Bobby and Mrs. Garry Hamilton, Kendra and Kimberley, on Sunday with Mrs. Treanor of Clarkson.

Attendance certificates were presented by Rev. Keith Hawkes and Paul May, Superintendent of Eden Sunday School on Sunday morning Feb. 1, to the following children—Judy and Brenda Bell, Bobby and Donny Break, Kent and Kendra Hamilton.

Friends of Mrs. Edward Robertson will be pleased to hear she was able to return home on Thursday from the Milton District Hospital.

The members of St. Stephen's Anglican Church Guild held their January meeting at the home of Mrs. Edgar Oliphant. Mrs. Jim Plant welcomed the ladies to the meeting which was opened with the Guild Prayer. Due to sickness there were only

five members and Canon James E. Maxwell present. Due to the absence of Mrs. Bob Cookson, the minutes of the last meeting were read by Mrs. Jim Plant who also gave the treasurer's report since Mrs. Arthur Plant was ill. Thank you letters were read from those who were remembered when sick and also a thank you note from Mrs. Lydia Royce for the delicious wedding reception prepared by the ladies when her daughter Valda was married. A blanket was sent to Mr. and Mrs. Brian Bussell who were married recently. The new officers for this year are as follows—President, Mrs. Cliff Hunter; vice president, Mrs. Craig Royce; secretary Mrs. Bob Cookson; treasurer Mrs. Arthur Plant; sunshine committee, Mrs. Mary Bradley and Mrs. Floyd Bridgen; program committee Mrs. Bill Bradley, Mrs. Ken James, Mrs. Pat Filippance and Mrs. Jim Plant; Auditors Mrs. Ken Ella and Mrs. Edgar Oliphant; nominating committee, Mrs. Norman Cramp. Canon James E. Maxwell gave a short talk and extended a few words of advice and some suggestions to the ladies on Christian work. Canon Maxwell closed the meeting with prayer and lunch was served by Mrs. Jim Plant.

A large crowd was on hand at Drumquinn Park on Sunday afternoon to see the Snowmobile Races, which included several age groups. There was even a Powder Puff Race for the ladies. There was only one injury during all the races. There were plenty of hot dogs prepared by the ladies in the booth and hot coffee and other goodies.

Kitchener male chorus gives concert

Kitchener's Schneider Male Chorus almost raised the roof of St. Paul's United Church Wednesday evening as they presented a concert which was sponsored by St. Paul's choir.

The internationally known chorus sang a varied program of numbers ranging from sacred music, folk songs and spirituals to Broadway show music.

Singing to almost a packed house, the men's chorus added a modern touch to their presentation with a large lighted aluminum cross which changed colors during the performance. Some of their individual numbers included "The Holy City," "Yellow Bird," and "The Battle Hymn of the Republic."

The chorus also sang three encore numbers, ending their evening's performance with "The Lord's Prayer."

Cubs from the Ontario School for the Deaf pack toured The Champion's printing plant Tuesday evening of last week.

Change mind

Department of Transport orders Rosslake lake airstrip to close

Department of Transport's orders for Esquesing's Rosslake airstrip to close up by March 1, 1970, came like a bolt from the blue, owner Joe Ross said this week.

The D.O.T. regional controller for Ontario, H. M. Wilson has stated in a letter to Mr. Ross and Chris Sampson, who operates a flying service there, that any aircraft flying below 1,000 feet over the airstrip after March 1 will be subject to prosecution. The strip is located at the corner of the Fifth Line and 17 Sideroad in Esquesing township, on the Ross farm.

Mr. Wilson claimed the area around Rosslake airstrip had become a built-up area, with new homes built, two more just about completed and others planned in the immediate future. Due to the development of this situation and the fact a hazard does exist and has been established by mishaps at the aerodrome, it became necessary to close the airstrip.

Owner Joe Ross scoffs at these reasons for closing the strip down as "grasping at straws."

The real reason for closure, he feels, is the determination of two or three neighbors who object to the operation, to close the airstrip down. He says there are only a few houses around and they are not affected by operators.

"This was the first inkling of trouble we have had," Mr. Ross said. "Mr. Sampson and I were just chatting the other day and were reassuring one another that there was less noise than anticipated, there was no hint of trouble and the strip was well on the road to being well established."

"Winter flying has been active, business during the winter has been almost as good as in the summer months and we were doing better than anticipated. No one had suggested we were becoming a nuisance and I thought it proved beyond a doubt the nuisance factor was even less than anticipated."

"Planes make no more noise than a car going by," Mr. Ross claimed. "Gravel trucks passing make more noise and it is more incessant. Why don't they shut them off, too?"

The letter from the regional air controller leads you to believe this is a residential area but there's a freeze put on selling land for building houses. I applied for a separation myself but was told all the lots allotted to me had been sold," Mr. Ross related.

"I have control over the airstrip but no one ever approached me with complaints," he stated.

Mr. Ross said he thought all the opposition had petered out until he got the notice to shut down. One hundred and forty Esquesing residents signed a petition protesting the airstrip's expansion last spring when Mr. Ross began improving and enlarging it.

Main complaint then was that

residents felt the strip would devalue their property. Mr. Ross says property values have increased.

After three "minor" accidents at the airstrip, two of which involved planes overshooting the runway, Esquesing council referred the complaints to the Department of Transport for their decision. Council felt the entire decision rested with the Department.

Mr. Ross said the so-called accidents were really just incidents.

One involved a plane which overshoot the runway because of a pilot's indecision. It was a rented plane, the pilot had credentials, but he waited too long after deciding to land. He decided to stop as best as he could but his ground speed was too great and he went across 17 Sideroad through the fence of W. A. Breckons. Damage to the fence was \$64. The Breckons were not home.

The next incident involved a craft which attempted to take off with the wind instead of against it and the pilot was unable to lift off, ending up in the long grass on the one end of the strip. "No one was hurt," said Mr. Ross, "and the pilot ended up taking off correctly."

The final incident involved a cable on a plane which broke, tipping a plane up with minor damage. It was repaired, and there was no further incident, Mr. Ross said.

If the Department succeeds in closing the strip, Mr. Ross said he would lose approximately \$20,000 in work and money invested and that was a conservative figure. He also estimated he stood to lose \$100,000 from revenue over the years.

I had government authority to start, Mr. Ross said, and I wasn't satisfied with the hydro lines as they were. I asked Hydro to bury the lines, which cost me \$1,600. I wasn't asked to do it. I had the runway resurfaced in September to take any ripples out and flyers will tell you for the size of it—2,000 feet long—that it is one of the best of its kind.

"I feel I did as much as I could to make it safe for flying," Mr. Ross asserted.

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Neighbors of the Rosslake strip have charged that a licensed strip was necessary for a flying school but that essentially the same type of operation was taking place at the airstrip. The airstrip needs another 120 feet to acquire a licence.

Mr. Ross answered neighbors' charges of commercialization by saying it was necessary to have

some degree so the strip would make a profit.

"They are quite happy as long as I'm not making any money out of it," he charged.

Regulations which state that a 2,000 foot gap should exist between houses and the strip were challenged by Mr. Ross. "Why doesn't it apply to airports all over Ontario, like Guelph, where houses come right up to

the runway?" he asked.

He also asks why they didn't stop him when the project first started.

Mr. Wilson said that being a private strip the Rosslake airstrip

could not pay a penalty fee for houses closer than that distance, as licensed fields do.

The airstrip was first built to cater to tourists who fly to the resort farm.

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